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SOURCE As indicated

PROGRESS REPORT ON STALINGRAD HYDROELECTRIC CENTER

[Numbers in parentheses refer to appended sources.]

Of 120 million cubic meters of earthwork to be completed in the construction of the Stalingrad Hydroelectric Center, over 35 million had been completed by September 1953, 23 million cubic meters of which were accomplished by hydraulic methods. (1) By mid-December, 18 million cubic meters of earthwork had been completed in 1953. (2)

The Stalingradskaya GES building is under construction on Peschanyy Island. (3) By September 1953, more than 6 million cubic meters of earth had been removed by suction dredges from the site of the GES building and spillway dam; about 12,000 tons of metal sheet piling had been driven into the cofferdams surrounding the construction site. According to S. Medvedev, chief engineer of "Stalingradgidrostroy," the site was divided into two sectors (4), covering an area of 75 hectares (5), at the beginning of 1953, one sector for the GES building and the other for the spillway dam. In the first sector by September 1953, suction dredges had completed their work, the bottom of the excavation had been drained, and water seepage stopped (4); in November 1953, 11 excavators were at work (5) removing dry earth to a planned depth of 26 meters below the level of the Volga. (4)

The first concrete was placed in the excavation for the GES building on 17 December 1953.(6) In all, 6 million cubic meters of concrete are to be placed in the hydroelectric center.(1)

In mid-December 1953, Zelenyy [or Lesnoy] Island and Peschanyy Is¹ and were the centers of construction activity.(7) Zelenyy Island is connected with the construction site of the GES building, the spillway dam, the navigable lock (3), and the left bank of the Volga by a number of wide dams.(8) The entrance into

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the Akhtuba River has been dammed, and a canal over 6 kilometers long has been dug connecting the Volga and Akhtuba rivers south of Zelenyy Island (3) to insure normal water flow in the Akhtuba.(2) By mid-December 1953, 1 1/2 kilometers of a navigable canal from the Volga to the lower lock had been dug on Zelenyy Island.(7) Highways and railroads have been built along the cofferdams connecting Zelenyy Island and the left bank of the Volga. The Poymennaya Railroad Station was opened on the island and the railroad was being further extended to a large concrete-mixing plant.(6)

By December 1953, the first two sections of the concrete-mixing plant had been completed and construction of the other two sections was in progress.(10) When completed, the plant is to produce 10,000 cubic meters of concrete every 24 hours.(11) Railroad cars are to carry concrete from the concrete-mixing plant to the construction site. On the island, there are also a number of auxiliary enterprises.(12)

In July 1953, P. Loginov, chief of "Stalingradgidrostroy," stated that 90,000 square meters of living space had been provided for the workers and that another 60,000 meters were under construction.(9)

In November 1953, a cableway across the Volga was under construction.(5) The cableway was to be 4.5 kilometers long and was expected to transport nearly 15 million tons of various loads from the right bank of the Volga to the concrete-mixing plant on Zelenyy Island.(13) On the right bank of the Volga adjacent to the cableway, large warehouses for stone, crushed stone, cement, etc., were also under construction in November.(5)

There is great waste in expenditures for transporting construction materials from the right-bank supply area to the left-bank construction area. The Ministry of Railways USSR was to have increased the capacity of the railroad ferry across the Volga to the left-bank station of Paromnaya, located near the construction area. Through failure to do this, over 20 million bricks and tens of thousands of cubic meters of stone and crushed stone had to be delivered in 1952 via Saratov, a distance of 1,019-1,369 kilometers, rather than directly by river ferry, at a distance of 36-404 kilometers. In the first half of 1953, 10 million bricks, 181,000 cubic meters of stone, and 21,000 cubic meters of lumber from Stalingradgidrostroy's own lumber plants had to be delivered via Saratov at a transportation cost of about 25 million rubles. -- M. Pertsovskiy, senior engineer of the Administration for Construction of Volga Hydroelectric Power Stations, and V. Malyakovskiy, chief of the Control and Estimates Division of "Stalingradgidrostroy" [in a letter to Investiya] (14)

To insure continuity of work, searchlights were being installed around the construction site in October 1953. Six metal towers, 40 meters high, were being erected and 89 searchlights with 1,000- and 3,000-watt bulbs were to be installed.(15)

"Stalingradgidrostroy" pledged to complete the annual plan by 5 December 1953.(9)

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